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SOURCE Hsin Su-chou Pao.COMMUNISTS TAKE CONTROL OF SOOCHOW UNIVERSITY

[This Methodist institution is also known as Tung-wu University.]

Reform and reconstruction are proceeding at this privately endowed institution. A 4-day conference was held, beginning 24 June, to deal with various school matters.

Before the conference opened, the constituent elements -- administrative, instructional, students, youth groups, etc. -- adopted the attitude of scrutiny, self-criticism, and alertness, as preparation for a relatively fruitful discussion. During the talks it developed that the administration had been lacking an understanding of the new education, and of democratic functioning; the faculty had been slow in devising individual opinions; and there was not enough cohesion between teachers and students. These faults were recognized and the following new attitude adopted: (1) thorough democracy in all discussions, with improvement of the school as the one aim; and (2) a spirit of following Mao Tse-tung's dictum of "orderly and careful reform in education and culture," along with the policies of the Common Program.

These were the chief factors in the satisfactory outcome of the discussions. Attention was centered on both teaching and learning, to which all activity must contribute. Four aims were agreed on: (1) strengthen the administration in democratic centralization, organizing a committee for this purpose; (2) clarify aims and improve instruction; (3) decide on matters of personnel and projects; (4) regulate financial matters with due regard to pay, grants-in-aid, etc., in a spirit of strict economy. All members of the conference pledged hearty cooperation in these aims.

- E N D -

- 1 -

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SOURCE Newspapers as indicated.

DEMANDS BETTER RAILWAY MAINTENANCE;
CHANGE RAIL FARES, CLASSES

RAILWAYS OFFICIAL ISSUES REPROOF -- Nanking Hsin-hua Jih-pao, 6 Jul 50

Hankow, 5 July (Hsin-hua) -- Lu Cheng-ts'ao, Vice-Minister of Railways, has reproved the Cheng-chou Railway Bureau and issued orders to expedite and improve maintenance work on the P'ing-Hen and Lung-Hai railways. In this connection, he pointed out explicitly the location and nature of existing defects. Among those mentioned were the following:

1. P'ing-Han Line

- a. Between Hsin-lo and An-yang, the space between rail ends is so small that expansion caused by rises in temperature has already caused buckling of the rails.
- b. Between Shih-chia-chuang and Kao-i, track side drainage is unsatisfactory.
- c. Between Hsin-t'ai and Han-tan there is a filled-in section which softens and sinks in the rainy seasons.
- d. Ballast is unevenly spread.
- e. No definite assignment of responsibility has been made for inspection and repair of bridges; track on bridges is out of alignment in places; ballast near the ends of the bridges is not firmly tamped; in many places the bridges are rusty.

2. Lung-Hai Line

- a. West of Cheng-chou, conditions on a large portion of the track are in moderate or extreme need of maintenance repairs, and yet no steps are being taken to carry out necessary work.
- b. The section between T'ung-kuan and Sian needs one million new railroad ties.

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Orders issued by Vice-Minister Lu include, for the Ping-Han line, the establishment of a Bridge Maintenance Section of the bureau and the appointment of a deputy section chief for bridge work. The most urgent attention is to be given to strengthening the Yellow River bridge. For the Lung-Hai line, Vice-Minister Lu ordered the formation of an engineering party to undertake immediate repairs.

ANNOUNCE PASSENGER RATE REDUCTIONS -- Peiping Jen-min Jih-pao; 8 Jul 50

Peiping, 6 July (Hsin-hua) -- With the approval of the Finance and Economic Commission and the State Administrative Council the Ministry of Railways announces a reduction in passenger fares to go into effect on 15 July 1950. The new rates will apply to the whole country, and to passengers' baggage, parcel service, and other pertinent items.

The terms first and second class as applied to accommodations will be abolished and the term "soft accommodations" (juan hsi) substituted; the term "hard accommodations" (ying-hsi) will be substituted for third class accommodations. Soft accommodations will cost double the price of hard accommodations. The method now adopted for computing distances will make no differentiation between North China and South China areas; however, the principle of lower rates of fare for long-distance journeys will be retained. After 15 July 1950, the hard seat ticket between Peiping and Tientsin will be reduced from 16,1000 yuan to 14,700 yuan; between Peiping Shanghai from 13,850 yuan to 12,400 yuan; between Peiping and Hankow from 104,500 to 97,700 yuan; between Peiping and Canton from 202,400 to 148,200 yuan. Formerly, the charges for less than 50 kilograms of baggage were at a rate of 1.9 yuan per kilogram per kilometer; hereafter they will be 1.00 yuan. Proportional reductions will be made on parcels and various other charges. [The information in this and the two following items is considered better substantiated than that from a Hong Kong paper on 18 July 1950, earlier reported]

50X1-HUM

ADDITIONAL DATA ON RAILROAD FARES -- Hong Kong Hsing-tao Jih-pao, 15 Jul 50

Canton, 14 July -- The Canton branch of the Heng-yang Railroad Bureau announces the following changes in railroad fares to go into effect on 15 July 1950.

Hard seat passenger fares, in yuan, from Canton to:

Shao-kuan	23,800	Heng-yang	52,500
Ch'ang-sha East	67,000	Wu-ch'ang East	90,300
Shih-lung	740 [sic]	Shen-ch'uan	15,800
Shanghai	127,900	Nanking	141,500
Peiping	148,200	Tientsin	153,100
Nan-ch'ang	87,200	Hangchow	120,900
Tsinan	146,800	Tsingtao	165,600
Sian	137,600	Pao-t'ou	187,900

Soft seat fares are double those for hard seat accommodations.

FARES REDUCED BETWEEN CANTON AND SHEN-CH'UAN -- Hong Kong Kung-shang Jih-pao, 17 Jul 50

Hong Kong -- Beginning 16 July 1950, the old schedule of first-, second-, and third-class fares on the railroad between Canton and Shen-ch'uan has been abolished. Hereafter, fares in cars having hard seats will be 15,800 yuan; and for those having soft seats they will be double, or 31,600 yuan. Compared with

- 2 -

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50X1-HUM

fares in force previous to the liberation, the new hard seat fare is but little more than half the former third-class fare. The terms first class, second class, and third class are regarded as objectionable and will not be used.

West-bound passenger traffic is still heavy because of the large number of people who took refuge in Hong Kong and are now desirous of returning home; many of them leave the trains at Tung-kuan and proceed the rest of the way by river boat. West-bound freight traffic is also heavy, with piles of cargo at Shen-ch'uan awaiting transportation, since imports now greatly exceed exports.

LISTS RAILROADS -- New York Hua-ch'iao Jih-pao, 1 Sep 50

[An editor of this newspaper replied to the inquiries of a reader concerning China's railroads as follows.]

According to the statistics of the Ministry of Railways, the total length of railroads in operation in China as on 31 December 1949 was 21,046 kilometers.

The Ministry of Railways has under its control a Northeast Head Office, and inside the Great Wall, six railroad bureaus, located at Shanghai, Heng-yang, Cheng-chou, T'ai-yuan, Tsinan, and Tientsin. [Documentary evidence up to now has indicated seven railroad bureaus, one in the Northeast, (Northeast General Bureau), Tung-pei Tsung-chü which distinguishes it from the six bureaus (Kuan-li-chü) South of the Great Wall. The use of different designations is not accidental; on the contrary, it is one of many indications that the Northeast has a special status in relation of the Central government in Peiping. Hence, the degree of control of the Central Ministry of Railways over the Northeast (Railway) Head Office is problematical. In other words, there is evidence of a considerable degree of autonomy for the railroads of the Northeast, and that the Peiping Ministry's control over the railroads of the Northeast and of the Northeast Head Office is nominal rather than actual. This would seem to imply that should occasion arise, the management of the railroads of the Northeast could be detached from the management of the Central Ministry without any great disorganization.]

The names of the railroads and their terminals are as follows:

<u>Line</u>	<u>Terminal</u>	<u>Terminal</u>
<u>A. Northeast Railroads</u>		
1. Pin-Ch'ang	Ch'ang-ch'un	Harbin
2. Pin-Chou	Harbin	Man-chou-li
3. Pin-Sui	Harbin	Sui-fen-ho
4. Pin-Pei	San-k'o-shu	Pei-an
5. Sui-Chia	Sui-hua (Pei-lin-tzu)	Chia-mu-ssu
6. Mu-Chia	Mu-tan-chiang	Chia-mu-ssu
7. Lin-Tung	Lin-k'ou	Tung-an
8. Ch'eng-Chi	Hsia-ch'eng-tzu	Hsi-chi-hsi
9. La-Pin	Harbin	La-fa
10. Ch'i-Pei	Ch'i-ch'i-ha-erh	Pei-an
11. Man-chou	Ning-nien	Man-an
12. P'ing-Ch'i	Ssu-p'ing	Ch'i-ch'i-ha-erh
13. Ch'ang-Pai	Ch'ang-ch'un	Pai-ch'eng-tzu
14. Pai-A	Pai-ch'eng-tzu	A-erh
15. Mu-T'u	Mu-tan-chiang	T'u-men
16. Ch'ang-T'u	Ch'ang-ch'un	T'u-men
17. Shen-Chi	Mukden South Sta	Kirin
18. Ssu-Mei	Ssu-p'ing	Mei-ho-k'ou
19. Mei-Chi	Mei-ho-k'ou	Chi-an
20. Ya-Ta	Ya-yuan	Ta-li-tzu

- 3 -
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<u>Line</u>	<u>Terminal</u>	<u>Terminal</u>
<u>A. Northeast Railroads (Contd)</u>		
21. Ta-Cheng	Ta-hu-shan	Cheng-chia-t'un
22. Hsin-I	Hsin-li-t'un	I-hsien
23. Chin-Ku	Chin-chou	Ku-pei-k'ou
24. Yeh-Feng	Yeh-pai-shou	Ch'ih-feng
25. Shen-Shan	Mukden South Sta	Shan-hai-kuan
26. Ch'ang-Ta	Ch'ang-ch'un	Ta-lien
27. Shen-An	Su-chia-t'un	An-tung

Of the foregoing 27 lines, the Pin-Chou, Pin-Sui, Pin-Ch'ang, and Ch'ang-Ta lines together are called the Chinese-Ch'ang-ch'un Railroad (Chung-Ch'ang line), which extends from Man-chou-li to Sui-fen and from Harbin to Dairen and Port Arthur. All of the aforementioned 27 lines are in operation over their full length, with the exception of the Chin-Ku and Yeh-Feng lines and the Ch'ang-Pai line between the Ch'ien-kuo-ch'i and Ch'ang-ch'un stations.

B. North China Railroads

1. Ching-Shan	Peiping	Shan-hai-kuan
2. Ching-P'u	Tientsin	P'u-k'ou
3. Ching-Han	Peiping	Hankow
4. Ching-Sui	Peiping	Pao-t'ou
5. Ching-Ku	Peiping	Ku-pei-k'ou
6. Chiao-Chi	Tsingtao	Tsinan
7. Lung-Hai	Lien-yun-chiang	T'ien-shui

(Trains are not now running between Pao-chi and T'ien-shui).

8. Huai-nan	Tien-chia-an	Yü-ch'i-k'ou
9. Tao-Ch'ing	San-li-wan	Ch'ing-hua

(In operation between Hsin-hsiang and Li-feng).

10. Shih-Te	Shih-chia-chuang	Te-hsien
11. Shih-T'ai	Shih-chia-chuang	T'ai-yuan
12. T'ung-P'u	Ta-t'ung	Feng-lin-tu

All of the above 12 lines are in operation, except the north section of the T'ung-P'u line between P'ing-wang and Hsin-hsien, and the Tao-Ch'ing line between Hsin-hsiang and San-li-wan, and from Li-feng to Ch'ing-hua.

C. South China Railroads

1. Hu-Ning	Shanghai	Nanking
2. Hu-Hang	Shanghai	Hangchow
3. Ning-Wu	Nanking	Wu-hu
4. Che-Kan	Hangchow	Chu-chou North Sta
5. Nan-hsun	Nan-ch'ang	Chiu-chiang
6. Yueh-Han	Wu-ch'ang	Canton
7. Kuang-San	Canton	San-shui
8. Kuang-Chiu	Canton	Shen-ch'uan
9. Hsiang-Kwei	Heng-Yang via Liu-chou to Lai-pin	
10. Kwei-Ch'ien	Liu-chou	Ch'ing-t'ai-p'o
11. Hsu-K'un	K'un-ming	Chan-i
12. Tien-Yueh	Pi-se-chai via K'un-ming to An-ning	

All of these 12 lines are in operation over their whole length except the following: The Tien-Yueh and Hsu-K'un lines, which have not yet been taken over by the Ministry of Railways; the Hsiang-Kwei line between Pai-p'eng and Lai-pin; and the Kwei-Ch'ien line between Tu'yun and Ch'ing-t'ai-p'o

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START WORK ON RAILROAD BRIDGES -- Hankow, Ch'ang-chiang Jih-pao, 4 Jul 50

Hankow -- The first step to unite by bridge the three cities of Hankow, Han-yang, and Wu-ch'ang has been taken in the completion of the first stage of drilling of test holes for the footings of bridge piers and approach structures. It is proposed that the bridges be built from Wu-ch'ang to Han-yang and from Han-yang to Hankow. Two possible locations for the former span have been proposed by the Ministry of Railways of the Central government; one is from She-shan in Wu-ch'ang to Kuei-shan in Han-yang; the other is from Feng-huang-shan in Wu-ch'ang to Kuei-shan in Han-yang. For various reasons, the engineers believe the former location is preferable. However, the matter has been referred to the municipal government, which will conduct hearing to ascertain the opinions of the public. From Han-yang to Hankow it is proposed to construct two bridges, one a highway and one a railroad bridge. Drilling of the additional test holes necessary is expected to be finished by the end of 1950, and work on the construction of the Han-yang-Hankow bridges is expected to commence in 1951. These bridges are intended to afford the connection which will make through train service possible on the Peiping-Hankow and Wu-ch'ang-Canton railroads, besides promoting the economic prosperity of the three cities at the junction of the Yangtze and Han rivers.

ENGINEMEN SET RECORD -- Tsinan, Ta-chung Jih-pao, 4 Jul 50

Tsinan -- Locomotive No 1853, formerly of the Tsinan Railroad Bureau, and since February 1950 assigned to the Tsinan Railroad Bureau, has just established a praiseworthy performance record. It has completed 100,000 kilometers without accident or need for major repairs. The main reason for this fine record in that the crew of enginemen and firemen assigned to this freight locomotive have operated it on the system, introduced by the Communist government, of operators' responsibility for operation and care. The operators, who received awards of merit, say the record was achieved by invariable and conscientious compliance with all the rules for operation and handling of locomotives and trains. This crew is now out to achieve a 150,000-kilometer accident-free goal.

PICTURES OF REBUILT PANG-FOU RR BRIDGE -- Ho-fei Wan-pei Jih-pao, 17 Jul 50

[The 17 July issue of the Ho-fei Wan-pei daily newspaper contains cuts of ten views (totaling about 140 square inches), of the nine-span steel truss bridge of the Tientsin -- P'u-k'ou Railroad across the Huai Ho at Pang-fou. One small picture shows the bridge as left by KMT troops with two trusses down in the water. Another shows practically the whole of the bridge now completely repaired. The other pictures show trusses in process of repair and of being raised into position on cribs of timber; and one shows the temporary bridge erected and in use for the past year while repairs have been in progress on the permanent bridge. The Peiping Jen-min Daily on 19 July 1950 reported that the rebuilding of this bridge was completed on 25 June 1950.]

- E N D -

- 5 -
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